

GUARANTEE
Your Money Back
If You Want It.
See Editorial Page, First Column.

New York



Tribune

WEATHER
FAIR TO-DAY AND TO-MORROW;
MODERATE TEMPERATURES.
Yesterday's Temperatures:
High, 79; Low, 61.
Full report on Page 8.

First to Last—the Truth: News - Editorials - Advertisements

Vol. LXXV....No. 25,089.

[Copyright, 1915,
By The Tribune Association.]

MONDAY, JULY 26, 1915.

PRICE ONE CENT

In City of New York, Newark, Jersey City and Hoboken,
ELSEWHERE TWO CENTS.

NEW BOAT ATTACKS CAUSE RENEWED FEAR OF GERMANY'S COURSE

Washington Eager for
Details of Sinking
of Nine Ships.

WILL INDICATE
FUTURE PLANS

Uncertain Whether Ves-
sels Were Struck With-
out Warning.

VITAL POINT INVOLVED

If Law of Visit and Search Was
Obeyed, Danger of Break
Will Be Lessened.

[From The Tribune Bureau.]
Washington, July 25.—News that
the German submarines had again
become active caused a feeling of
anxiety in Washington to-day. For
many days no reports had reached
here of the sinking of vessels by the
German undersea craft, and officials
interpreted this as a sign that the
German government really intended
to abide by the rules of international
law and curb the activity of its sub-
marine commanders.

While to-day's reports disturbed
officials, their apprehension was al-
layed to a large extent by the news
that no American life had been lost.
Had a single American life been lost
because of the work of the German
submarines the situation between
this country and Germany would
have become perilously near the
breaking point.

Fear is expressed to-night, how-
ever, that the activities of the sub-
marines in sinking two steamers
and seven trawlers can be construed
only as a notice to this country that
Germany has not abandoned its
submarine warfare, and has no in-
tention of doing so. No details of
the sinking of the vessels have
reached here. Officials are eager to
learn whether the submarine com-
manders obeyed the rules of inter-
national law and first stopped the
vessels for visit and search.

If this was done there is nothing to
fear, it is explained, but if the boats
were torpedoed without warning, it
will seriously strain relations between
this country and Germany.

It is pointed out that if the sub-
marine commanders, in sinking the
vessels yesterday and to-day, tor-
pedoed them without warning, they were
merely conforming to the sentiments
expressed by the German government
in its note on the Nebraska case. In
this note it was pointed out clearly
that Germany considered its subma-
rine commanders had the right to sink
belligerent ships without warning. It
is against this principle that Presi-
dent Wilson has protested in all his
notes to the German government. He
has insisted that all vessels must first
be visited and searched, according to
international law, and the lives of
non-combatants must not be placed in
jeopardy.

It is considered extremely signifi-
cant that the German submarines
should suddenly become active so soon
after the delivery of President Wil-
son's note to Berlin. For several days
the submarines have been inactive,
and there are strong hints here to-
night that the purpose of this was to
influence the President in his recall
of the note. It is recalled that the
last note from Germany was sent to
this government the Kaiser's subma-
rines behaved in a most gentle way,
and this gave many officials the im-
pression that Germany had practically
abandoned this mode of warfare.

If Germany has complied with in-
ternational law in the latest attacks,
officials say, new grounds for belief
that the situation will be settled by
the satisfaction of both govern-
ments will exist. If international law
has not been complied with, the situ-
ation will become exceedingly grave.

SHIP FIREMAN DIES IN COAL HOLD DUEL

Fascinated Stokers Watch Fight
Until Captain Disarms Victor
with Iron Weight.

While the steamer Comanche of the
Clyde Line was coming up the coast
from Charleston yesterday morning,
two firemen were fighting a duel to
the death in a coal hold far below the
water line. Stokers gathered around
the two men in the dingy room, fearing
to interfere because one of them
brandished a huge knife.

Captain C. W. Bezeaux noticed
that the steam was falling off and
went below himself to investigate. Catch-
ing up a heavy weight, he hurled it at
the man who had the knife. It struck
him on the arm, his weapon clattered
on the floor, and the fight was over, but
not before his victim, Henry Hoschle, had
been fatally stabbed. He lived only
a few minutes.

Another fireman, Leonard Birklein,
was put in irons. The police met the
Comanche when it docked at the foot of
Charlton Street, and took Birklein to
Police Headquarters. He said he lived at
255 Park Avenue, Hoboken, and
claimed that Hoschle lived at the same
address. The fight started, he said,
when Hoschle was late in relieving him
in the engine room early yesterday.

GERMAN SUBMARINES SINK 6 ALLIES' SHIPS

London, July 25.—German subma-
rines resumed to-day their activi-
ties in English waters, sinking a
French steamer and four British
trawlers and a steamer. One of
the undersea boats is reported to
have been destroyed by bombs and
gunfire.

The British steamer Firth, from
France for the Firth of Forth, was
torpedoed in the North Sea. Four
of the crew were killed. Ten were
killed when the Grimsby trawler
Perseus was destroyed by a mine.

The French steamer Danae,
bound from Liverpool for Archangel,
Russia, was sunk off Cape Wrath,
which forms the northwestern ex-
tremity of Scotland. The trawlers
Henry Charles, Kathleen, Activity
and Prosper were sent to the bot-
tom in the North Sea. All the crews
were saved.

BRITISH HAND SEEN BY BERLIN IN U. S. NOTE

Newspapers Declare the
American Reply Partisan
Against Germany.

Berlin, July 25 (by wireless to Say-
ville, Long Island).—The latest Ameri-
can note to Germany concerning subma-
rine warfare was received most un-
favorably by the German newspapers.
The "Vossische Zeitung" says:
"The refusal to accept Germany's
practical proposal to protect American
passengers shows an absolute lack of
readiness to understand the German
point of view. The principle that
belligerent states must protect neu-
trals in unalienable if applied in the
fullest sense, as it would mean
abdication to neutral states. It is
true that belligerents must respect
neutral rights, but only provided
neutrals do everything to prevent
their citizens getting into situations
where protection is impossible."

"Victory over the enemy is the
supreme law for every belligerent.
Those who render more difficult this
task than does international law sup-
port the enemy. The war on land has
shown clearly that restrictions are
necessary. A person who remains
within a beleaguered fortress or walks
into a gunfire zone risks his life with-
out the right protection from his
home government."

"The same also is true of naval war-
fare, in spite of the mistaken phrase,
'freedom of the seas.' It is granted
that the ocean is free for peaceful
travel, but naval battles also take
place on it. Neutral ships sailing be-
tween fighting battlefields run the risk
of being hit by shells and also of be-
ing struck by mines. The submarine's
only instruments are the firing of
torpedoes."

In Interest of Enemy.
"Those who demand that Germany
should conduct the war according to
rules laid down by some academic
professor expect Germany either to
endanger her submarines or to give up
this warfare, which means the weaken-
ing of Germany in the interest of her
enemy. This is not neutrality, but
partisanship against Germany."

"We know to-day that the passengers
of the Lusitania could have been
saved, but that they were neglected.
Germany regrets their death, but she
has a clear conscience and has no
reason to disapprove of the conduct
of her submarine commanders."

"President Wilson considers the
further torpedoing of British ships
carrying American passengers a delib-
erately unfriendly act. While Germany
always is glad to respect American
friendship, she has conceded everything
that can be conceded. One bit more
would be considered humiliating by the
German nation, whose armies have been
victorious on all the battlefields in the
East and in the West."

The "Vossische Zeitung" says that
Germany's courteous proposals have
not been able to change the President's
obstinacy, and that from his stand-
point he not only rejects all proposals,
but clothes the rejection in a form that
is anything but friendly.

"Whoever plans such a thing," the
"Vossische Zeitung" continues, "is no
longer neutral, but takes sides against
Germany and for its enemies."

Defends Lusitania Sinking.
The newspaper defends the sinking
of the Lusitania, which it terms a war-
ship, and says that a different course
could have been followed toward a warship
simply because Americans are on board.

The "Vossische Zeitung" adds that
the note further shows "that not only
is President Wilson's policy in the mat-
ter of the German submarine policy in-
fluenced by an especial relation to Eng-
land, but also by the internal political
situation in the United States."

"The only answer to the concluding
paragraph of the note is that Ameri-
can citizens have it in their own power
to avoid danger."

"The 'Morgen Post' declares that the
note shows the German proposals aside
and that the author 'lifts his finger
threateningly and considers that an es-
pecially strong way of establishing his
point.'"

Every Sentence Demands Disagreement.
The "Kreuz Zeitung" declares that
almost every sentence in the note de-
mands a sharp disagreement. It adds
that it may be supposed that the

Continued on page 6, column 2

"S O S" ECHO FROM SEA

Wandering Wireless Whisper
Mystifies Fire Ireland.

Three letters flashed across the sea
last night to the Fire Island wireless
station. They were "S. O. S." Noth-
ing more of the distress signal was
caught by the government station.
The message, by its character shows
that the impulse came not from the
dynamios of a ship, but from storage
batteries.

It was weak and died away com-
pletely before the name of the ship
or its location could be made out.
The message was relayed to the Brook-
lyn Navy Yard, and from there sent
broadcast. The Coast Guard cutters
Mohawk and Seneca were notified.

BIG POUGHKEEPSIE FIRE

Loss in Factory District Is Put
at \$175,000.

Poughkeepsie, N. Y., July 25.—Fire
to-night destroyed the D. W. Wilbur
Company coal and lumber yards, the
coolers and meat plants of Armour
& Co. and Nelson Morris & Co. and
the paper warehouse of Forsyth &
Davis.

The loss is estimated at \$175,000,
on which there is partial insurance.

SPEED AND YOUTH COST MITCHEL \$5

Arrested in Auto Dash at
Atlantic City—Court
Doubts Identity.

[By Telegraph to The Tribune.]
Atlantic City, July 25.—The youthful
appearance of Mayor John Purroy
Mitchel cost him \$5 last evening when
he was arrested for cruising into this
city at the rate of forty miles an hour.
Inspector A. G. Grant halted Mr. Mit-
chel as he motored across the meadow
boulevard shortly before midnight.

Arraigned before Magistrate Sont-
heimer, Mr. Mitchel said he was
hurry to reach his hotel here be-
cause Mrs. Mitchel, who accom-
panied him, complained of feeling
ill. Magistrate Sontheimer imposed
a fine of \$10. At this time Inspec-
tor Grant, who is well acquainted
with Mayor Mitchel, said: "Mr. Mit-
cheimer, shake hands with Mayor Mit-
chel, of New York." Mr. Sontheimer
smiled, saying, "Well, if it's the Mayor
of New York we'd better make the fine
\$5," and he smiled.

Mayor Mitchel thanked the magis-
trate and went out to join his auto
party. Mr. Sontheimer said: "That's a
pretty good joke. Why, that fellow
let alone Mayor of New York. Quit
kidding me."

Not until several others had sworn
that the offender was really the Mayor
did the magistrate believe it, and then
he said, "Had I been sure of it I would
have suspended sentence."

WIRE FENCE SAVES PRINCE FROM DEATH

Breaks Fall of Austrian Embassy
Attache When Auto Plunges
over Roadway

[By Telegraph to The Tribune.]
Lenox, Mass., July 25.—While driv-
ing his automobile in the town of
Cheshire late last night Prince Alfred
zu Hohenlohe-Schillingsfurst, attaché
of the Austro-Hungarian Embassy, had
a narrow escape from death when his
automobile left the roadway and went
down an embankment. A strong wire
fence broke the fall of the automobile
and saved the prince from injury.

The automobile was towed into Pa-
saden to-day for repairs. The prince
returned to the Curtis Hotel, shaken
up, but unhurt.

AMERICAN AVIATOR SHOT BY AUSTRIANS

Sergeant in Italian Flying Corps
Saved Machine from Capture
After Receiving Wounds.

Charles Pryor, of Orangeburg, Rock-
land County, an aviator with the Ital-
ian army, was recently wounded by
Austrians, his brother, Louis Pryor,
of Mohegan, learned yesterday.

A letter from Milan, Italy, written
by a hospital nurse, stated that Pryor
had a bullet wound in the arm and
another in the shoulder.

Pryor went to Italy seven months
ago to demonstrate an American fly-
ing boat, and when the war began
he was considered a deserter. His ma-
chine was struck in mid-air, but he drove
it behind the Italian lines before de-
scending.

YOUTH CLIMBS MT. BLANC

17-Year-Old Anthony Hill, of
New York, First This Year.

Geneva, July 25.—The first ascent
of Mont Blanc this year was made
yesterday by Anthony Hill, a seven-
teen-year-old boy, of New York, accom-
panied by a Swiss professor and a
guide. Excellent weather conditions
prevailed. The climb was difficult,
the snow being knee-deep near the sum-
mit. Hill is attending school in Gen-
eva.

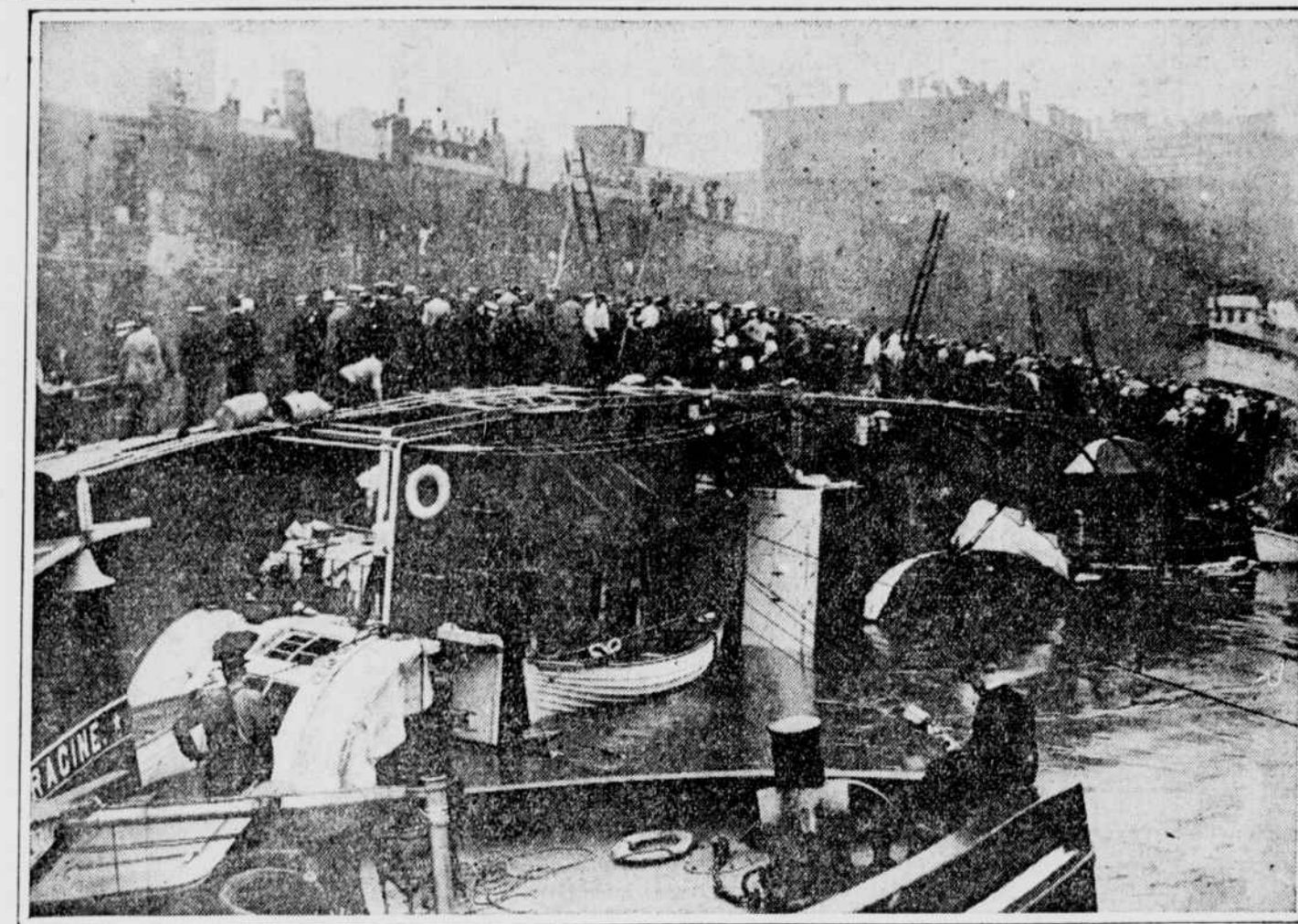
TOO MUCH MAIL, HE QUILTS

Summer Postmaster Objects
to Labor and Pay.

Culver's Lake, N. J., July 25.—There
is a tie-up in mail for residents al-
the north shore of the lake as a result
of the resignation of Frank Lyons, re-
cently appointed postmaster of the
Culver's Lake summer postoffice.

The schedule of one mail a day was
to be in force from July 1 to Septem-
ber 30, but the new postmaster says
small pay, poor working quarters, too
much work and the refusal of the
rural mail carrier to assist caused him
to resign.

1,072 Eastland Bodies Recovered; Divers Estimate 300 More in River; Criminal Negligence Is Charged



THE OVERTURNED EASTLAND IN CHICAGO RIVER.

Photograph taken a few minutes after the disaster occurred shows the general scene as the work of the rescuers was in progress.

MUNITION TRAIN WRECKED IN WAKE OF JERSEY FLYER

Journals Gone from Car,
Explosive Laden, That
Derails Freight.

Thirty seconds after the Atlantic
Coast Line and Southern Railway ex-
press thundered through a cut a mile
west of Metuchen, N. J., yesterday
morning, a freight train carrying ex-
plosives, jumped the track. In an in-
stant the rails that still hummed the
song of the limited were piled high
with debris. For five hours the east-
bound freight and passenger tracks
were blocked.

A Santa Fe freight car labelled "Ex-
plosives, Beware of Fire," was cut out
of the wreck and sent back to the yards
at Morrisville, Penn. The journals
were missing from this car, a fact con-
sidered significant in view of the of-
ficial statement that the wreck might
have been due to a broken axle and
that later in the day a tank car was
cut out of another freight train and
sent back to Morrisville because its
journals had been stolen.

Cars Mysteriously Crippled.
Pennsylvania Railroad officials were
reluctant to comment on the wreck
that piled up ammunition cars in the
cut in the wake of the express. They
were equally reticent concerning re-
ports that cars thought to contain war
supplies for the Allies had been tam-
pered with in the Morrisville yards.
Bummers of other mutilated cars drifted
in from Morrisville, however, and no
explanation has been made of the sup-
posed bomb found there in a carload
of coal.

At 5 o'clock in the morning when
the limited from Washington and the
ponderous freight came pounding side
by side down the grade into the cut,
the shades were drawn in the Passi-
gers and the passenger train drew ahead
of the freight.

The limited, which was in New York at 6
o'clock, had barely cleared the cut
when the crash came. The speed of
the freight was estimated at forty-five
miles an hour. Suddenly one of the
cars straddled the rails. The train
bumped and wriggled for an instant
and then other cars twisted sideways
and gouged their way along the road-
bed.

For 600 feet they ploughed up ties
and furrowed the rock ballast before
the train came to a stop. A ditch
eighteen inches deep was dug in the
roadbed.

There are no houses within 1,000
feet of the tracks at that point, and

OIL OFFICIAL AND 30 BAYONNE GUARDS ARRESTED

Sheriff Acts After All-Night
Bombardment of Homes
of Strikers.

Refusal of the armed guards at the
Bayonne oil plants to obey Sheriff Kin-
kead's instruction that they keep out
of sight resulted yesterday in the ar-
rest of Samuel H. Edwards, general
superintendent of the Tide Water Oil
Company plant; P. Leo Bergoff, a labor
adjuster or strike breaker, and thirty
of the men who have been terrorizing
Bayonne at night by their bombard-
ment of the strikers' houses.

The Sheriff took this action immedi-
ately after an inspection by him of the
houses which had been under the rifle
fire of the guards all night long. He
had told Mr. Edwards that if the gar-
rison of the Tide Water plant continued
unhappily he would be arrested. Yester-
day he made good his threat.

ONFRROY CHILDREN HIDDEN BY MOTHER

Woman Vanishes After Auto
Raid—Will Apply for Al-
imony To-day.

Mrs. Roland D. Onfrroy, who regained
her two sons Saturday by an automo-
bile raid in Coa Cobb, Conn., remained
in hiding yesterday. Even her at-
torney Hugo Wintner, said he had no
idea where she might have taken her
children. Her husband was equally in-
visible.

This morning Mrs. Onfrroy will ap-
pear before Justice Ford, in the Su-
preme Court, her attorney said, to
make an application for alimony pend-
ing the filing of her counter suit
against her husband. It is probable
that she will then ask the court for
an order giving the children into her
custody until her domestic difficulties
have been settled. A habeas corpus
writ, for which Mrs. Onfrroy had ap-
plied to bring the children into court,
fell automatically. Mr. Wintner de-
clared, when she regained the custody
of the boys.

"To-day," said Mr. Wintner, "she is
playing a game of hide and seek, and
I don't know myself where her hiding
place may be; but she will be in court
in the morning."

Montclair Bank Arms Clerks.
Montclair, N. J., July 25.—The Mont-
clair Savings Bank, as a precaution,
since the Bloomfield bank robbery on
Wednesday, decided to equip its clerks
with revolvers, to be kept in reach in
case of necessity.

Arrests Head of Plant.
Before his ire was brought entirely
under control Kinkead sought out Mr.
Edwards and arrested him. The gen-
eral superintendent argued, but the
county official was firm, though polite,
pointing out that his orders were being
deliberately disobeyed, and that Ed-
wards, through his contumacious dis-
obedience, was himself inciting to
riot.

The Sheriff offered to take the
superintendent to the courthouse in his
car, but Edwards having no desire to
be seen passing through the strike dis-
trict went in the company of a deputy
aboard a boat, was landed at the foot
of Broadway and reached the court-
house.

Continued on page 4, column 3

WILSON ORDERS STRICT DISASTER INQUIRY

Cornish, N. H., July 25.—President
Wilson ordered to-day that a com-
plete investigation be made by the
Department of Commerce into the
sinking of the Eastland in the Chi-
cago River with the loss of several
hundred lives. He directed that
nothing be left undone to fix the
responsibility.

The President also telegraphed to
Mayor Thompson his profound sym-
pathy and sorrow over the loss of
life. In conversation with friends
he expressed horror over the entire
affair, and although he is keeping
his mind open as to whether any
one is responsible he is convinced
that everything possible should be
done to prevent a recurrence of the
disaster.

EASTLAND DISASTER HUSHES ALL CHICAGO

City Turns to Prayer and
Thought—Sunday Stream of
Motorists Thin.

Chicago, July 25.—This quiet, half
cloudy Sunday was a day of gloom for
all Chicago. More persons attended
church than for many Sundays past.
Chicago turned to prayer and thought.
Nearly all preachers referred to the
Eastland disaster and asked their con-
gregations to join in prayer for the
deceased. There were crowds of the mor-
bidly curious along the river, but most
citizens either went to church or stayed
at home.

With realization of the meaning of
the details of the catastrophe the peo-
ple shuddered at a thousand persons
could go to their death with other thou-
sands, powerless to aid, standing within
a stone's throw.

The usual Sunday stream of motor-
ists along the boulevards was thin and
in the parks there were no throngs.

BROOKLYN FAMILY IN MISSING LIST

Edward Murphy, with Wife and
Children, Known to Have Gone
Aboard the Eastland.

Although the main offices of the
Western Electric Company, at 463 West
Street, were besieged yesterday with
a multitude of telephone inquiries from
relatives of persons known to have
been on the Eastland, only one inquirer
came in person to the offices. She was
Mrs. A. Head, of 897 Broadway, Brook-
lyn. Her requests for news were in
reference to her son, Edward Murphy.
He has been in the employ of the com-
pany for fifteen years and went to
Chicago when the Chicago offices were
opened.

With his wife and two children he is
known to have gone aboard the boat,
but no word had been received concern-
ing any of them.

SMILE WITH ADAMS

Not all of The Ad-Visor's efforts in answering queries result
in the hanging of crape on someone's joyous scheme. There
are lights as well as shadows in the work. To-day the lights
have it. Turn to page 16 and start your morning with a smile.

The Tribune

First to Last—the Truth:
News—Editorials—Advertisements

Smile with Adams

Not all of The Ad-Visor's efforts in answering queries result
in the hanging of crape on someone's joyous scheme. There
are lights as well as shadows in the work. To-day the lights
have it. Turn to page 16 and start your morning with a smile.

The Tribune

First to Last—the Truth:
News—Editorials—Advertisements

Smile with Adams

Not all of The Ad-Visor's efforts in answering queries result
in the hanging of crape on someone's joyous scheme. There
are lights as well as shadows in the work. To-day the lights
have it. Turn to page 16 and start your morning with a smile.

The Tribune

First to Last—the Truth:
News—Editorials—Advertisements

Smile with Adams

Not all of The Ad-Visor's efforts in answering queries result
in the hanging of crape on someone's joyous scheme. There
are lights as well as shadows in the work. To-day the lights
have it. Turn to page 16 and start your morning with a smile.

The Tribune

First to Last—the Truth:
News—Editorials—Advertisements

Smile with Adams

Not all of The Ad-Visor's efforts in answering queries result
in the hanging of crape on someone's joyous scheme. There
are lights as well as shadows in the work. To-day the lights
have it. Turn to page 16 and start your morning with a smile.

The Tribune

First to Last—the Truth:
News—Editorials—Advertisements

25 Divers Gathered to Renew the Search To-day.

MORBID CROWDS THRONG SCENE

500 Police Hold Them
Back—Hundreds in Boats
View Wreck.

SEARCHERS IN DANGER

Men Groping for Bodies of Vic-
tims, Often Entangled, Are
Themselves Rescued.

Chicago, July 25.—"A considerable
portion of the blame for the Eastland
disaster rests upon the United States
Inspection Bureau," said Maclay
Hoyle, State's Attorney, in a state-
ment to-night. "If the inspectors had
done their duty the accident could not
have occurred. We know the ship was
considered unsafe by them, because I
have copies of letters sent to Washing-
ton which predicted yesterday's occur-
rence. I may introduce these letters
at the inquest."

[By Telegraph to The Tribune.]
Chicago, July 25.—When eight
exhausted divers quit work to-night
and removed their helmets and har-
ness, 1,072 bodies of victims had been
taken from the hull of the cap-
sized excursion steamer Eastland.

In the wreckage of the cabins and
between decks, and under the hull
itself, many more bodies remained.
Coroner Hoffman's latest esti-
mate is that probably 1,500 lost
their lives when the top-heavy boat
spilled its cargo of Western Electric
picnickers in the river. This, the
highest of a half-dozen quasi-official
estimates, is based on the fact that
only about 1,000 of the approxi-
mately 2,500 passengers are known to
have escaped.

Major M. L. C. Funkhouser, sec-
ond deputy superintendent of po-
lice, said he believed the death toll
would not exceed 1,200. Divers who
have been exploring the hull since a
few hours after the Eastland turned
over lashed to her dock west of the
Clark Street bridge agree there are
probably two hundred bodies still in
and underneath the vessel, and a
hundred more floating in the river.

To retrieve the bodies of the rest
of the victims a reinforced corps of
twenty-five divers, most of whom al-
ready have arrived in Chicago from
other lake ports, will go to work
early this morning. Among them
will be the original eight who worked
from Saturday morning until last
evening practically without intermis-
sion.

Must Raise Hull.

According to the divers it will be
impossible to extricate many of the
bodies until the Eastland has been
raised. The raising will take about
three days, Acting Mayor Moor-
house says.

"It is not a city matter," said Mr.
Moorhouse, "but something should
be done at once. We shall have to
get the bodies from beneath the
boat. I'll learn to-morrow when the
owners, or the liability companies
that insured the Eastland, intend to
start the work."

Owing to conditions in the hull
and the exhaustion of the divers lit-
tle was accomplished to-night. Fire-
men and policemen, with pike poles,
continued prodding through the
apertures cut by oxygen flames in
the Eastland's dry starboard side,
but they were almost helpless with-
out the divers.

Again, as on Saturday night, the
hull was ablaze with lights. The
glare of the ten searchlights on the
roof of the Reid Murdoch & Co.
warehouse across the river, the arcs
and rows of smaller lamps installed
by the Commonwealth Edison Com-
pany served to attract and hold a
crowd of many thousands of specta-
tors.

All the spectators saw, though—save
those whose business entitled them to
pass the lines—was the glow of the
illumination. Five hundred police-
men held back the crowd.

But there were other thousands of
spectators who, during the day found
vantage points from which they could
survey the scene without police inter-
ference. They crowded the rear win-
dows of commission houses backing
on the river, thronged the more re-
mote bridges, rode back and forth
over the stream on streetcars and
elevated trains and sailed as close to
the wreck on tugs and small excursion

EASTLAND DISASTER TOLD IN PICTURES

The Tribune this morning pub-
lishes on Page 5 a full page of
photographs of the scenes attending
the steamboat horror in Chicago
which cost more than a thousand
lives.

Continued on page 4, column 3